

MINUTES
BOARD OF PUBLIC WORKS MEETING
May 19, 2008
New Berlin City Hall Common Council Chambers
3805 S Casper Drive

Please note: Minutes are unofficial until approved by the Board of Public Works at their next regular scheduled meeting.

Members Present: Mayor Jack Chiovatero, City Engineer J.P. Walker, Alderman Moore, Alderman Seidl & Alderman Ament.

Staff Present: Ron Schildt, Transportation Division Engineer, Tammy Simonson, Transportation Senior Civil Engineer, Greg Kessler, Director of Community Development.

JP Walker asked if there was anyone wishing to speak at the Privilege of the Floor. Seeing none he called the meeting to order at 8:00 AM.

JP Walker welcomed Alderman Seidl to the Board of Public Works.

JP Walker: The first item of business is to elect a new chairman to the Board pursuant to Municipal Code Chapter 6.1.

A ballot vote was taken and after counting the votes Alderman Moore was elected as chairman with a vote of 3 – 2 over Alderman Ament.

Alderman Moore thanked Alderman Augustine for the work he had done on the Board for the last few years.

OLD BUSINESS

ITEM 01-08 Approval of the Minutes from the February 21 2008 meeting

Motion by Mayor Chiovatero to approve the minutes.

Alderman Ament 2nd the motion.

Upon voting the motion passed unanimously with Alderman Seidl voting “present”.

NEW BUSINESS

ITEM 07-08 New Format for Bringing Issues to the Board of Public Works

JP Walker: With the start of the new Board, Staff has taken the opportunity to look at a new way to format the issues that we bring to the Board. Through the help of Greg Kessler we have followed the format that we use for the Plan Commission for many years. It's an opportunity for us to formulate our thoughts and data that we believe is necessary as we bring new issues to the Board. So we are presenting this format to the Board for input and you'll see that we follow this format on our new items that will follow. I am looking for feedback from the Board members, I realize that you are seeing the format for the first time this morning, but if you had the opportunity to look at the Staff Reports for the other items they really spell out how we are going to organize the information that we are presenting to the Board.

Alderman Ament: We have been using this format at the Plan Commission level and it has worked out very well. Seldom do I have to contact staff for additional information. It helps standardize things from one Board, Committee, or Commission to the other ones and it makes it easier for Aldermen if they move from one committee or another or even new Aldermen to get familiar with how things are brought forward. I realize this is going to be extra work for staff but I think in the long run this will work out very well.

Mayor Chiovero: I agree with Alderman Ament's comments. It is also being blended into the CDA at this time. It does answer a lot of questions and standardizes things. One thing that I do want to make a small note on though is that if this takes up too much of staff's time it will have to be re-looked at, since staff time is very limited at this point.

Alderman Moore: How and why was this initiated?

JP Walker: This was initiated by the Director of Community Development, Greg Kessler in discussions with me. We felt that it was necessary in order to standardize the information that we are presenting so that any Board member or Committee member that sees these Staff Reports has a better understanding as to where to find certain information when they are reviewing the issues prior to the meeting.

Alderman Moore: I see two sheets here, one appears to be like a Plan Commission format, and I assume that's not our format.

JP Walker: What you have in front of you, are three sheets. You have the Executive Summary which will be the first sheet for all issues. Then the next two sheets are examples of the type of Staff Report that will be prepared for two different types of issues that we typically deal with. The first one is for a contract. The information that you see in the headings is the basic information that would be presented. When we deal with Development Agreements there is different information that we feel is important to bring to the Board. The third sheet presents headings associated with Development Agreements.

Alderman Moore: Sometimes there will only be the Executive Summary?

JP Walker: No, the Executive Summary will always be there followed by a Staff Report.

ITEM 08-08 Approval of the Crack Sealing Contract for the 2008 Roadway Maintenance Project

JP Walker: The requested action is to recommend to the Common Council the awarding of a Construction Contract to the lowest responsive, responsible bidder, *Interstate Sealant and Concrete, Inc.*, for the 2008 Roadway Maintenance Joint, Crack Cleaning & Sealing Project. In an amount of \$90,978.00 with inspection and contingencies, the not to exceed Total Project Costs are \$116,000 and I so move.

Alderman Ament 2nd the motion.

JP Walker: In the past year when we started our crack sealing program we concentrated on the streets that were rated 8's and 7's in the PASER evaluation. Now we are using a slightly different pavement rating system, it's not called PASER anymore. Streets are ranked from 1 to 100. An 80 is equivalent to a previous 8 and so forth. This year we are adding in the 60's. With an attempt to at least try to seal up those roads as best we can knowing full well that it will take us several years in order to do some type of improvement whether it's an overlay or whatever on those roads. We have a total of 28.95, almost 29 roadbed miles this year that we are going to crack seal. That compares to 70 miles that we did last year. In a two year period we are looking at 99 miles of crack sealing in an attempt to tighten up the roadways and hopefully preserve the life of the roadways. We received four bids and Interstate Sealant was by far the lowest bid. The second bid was around \$188,000 so there was quite a difference. We took that into consideration in our discussions with Interstate Sealant and it's my recommendation to the Board that we do award the contract to them.

Alderman Moore: Is the reason that we are doing 60's this time because we just aren't getting at them with rehabilitation?

JP Walker: If you recall from our Roadway Maintenance program that Greg Kessler and I brought to the Board and Council two or three years ago, we are attacking the roads from both ends, from the lower ranking end and the higher ranking end. Since we crack sealed the 80's and 70's last year in an attempt to at least tighten up and seal roads that are cracked and hopefully prolong their life, we decided to look at the 60's this year and that's why we added them this year.

Alderman Ament: This is another issue that Staff brought to us about three years ago. I think this is showing that now that we are getting into the 60's that this is something that is progressing and we are making progress on the battle of the length and life of our roads. As we see these roads improving, I think that since we went into this type of program we separated rehabilitation from the routine maintenance; I think we are seeing progress. Overall the roads have improved significantly and I think this reflects that. The question I have however is, this is about a little over 1/3rd of the total budget for this. What are the plans for the remainder of this? I know in the Staff Report it says that this will go towards line painting and other things. I would like to get a feel for how much is going towards which items.

JP Walker: Pavement marking is going to cost about \$45,000 this year because we have to do our portion of Greenfield Avenue in addition to the other streets that we have the County do the markings. The remaining amount will be used for spot repairs, whether it's curb replacement, small areas of pavement that have to be patched, we will coordinate all of that effort through our Streets Department. If the Streets Department is not able to get to it, we will contract out for it.

Alderman Ament: I assume that's also includes shoulder work. Earlier in the year we were talking about Dana Lane, it's about in the same condition as Lynette and Heidi. I would like to see that one included as well in that subdivision.

JP Walker: I will check it out. We have a record as to what every street in the City is rated at.

Mayor Chiovatero: Is this the same company that was awarded the contract last year?

JP Walker: No, they did some work for us on Calhoun Road as a subsequent phase that Alderman Ament had requested between National and Cleveland. The firm that did the Crack Sealing was Precision Sealcoating. They were the second lowest bidder this year.

Upon voting the motion passed unanimously.

ITEM 09-08 Approval of the Paving Contract for the 2008 Roadway Rehabilitation Project

JP Walker: The requested action is to recommend to the Common Council the awarding of a Construction Contract to the lowest responsive, responsible bidder, *Payne & Dolan, Inc.*, for the 2008 Roadway Rehabilitation Project in an amount of \$624,646.72 with inspection and contingencies, the not to exceed Total Project Costs are \$751,844.00 and I so move.

Mayor Chiovatero 2nd the motion.

JP Walker: This year we are looking at trying to use all of the \$1,000,000.00 that was approved in the 2008 CIP budget for the road rehabilitation project. We are looking at rehabilitating 12 roadways. We are doing it two different ways. We are finishing up the streets in the Sun Valley Subdivision, you may recall as part of last years contract three of the streets in the Sun Valley Subdivision will be completed this spring. There just wasn't enough time because of the weather delays last year for the contractors to get to those streets, so there will be two different contractors in the Sun Valley Subdivision this year. We will be using our tried and true method of

rehabilitation for that subdivision where we mill and pulverize and resurface. The remaining streets which are listed in the Staff Report are going to be overlaid and have GlasGrid Installed. GlasGrid is a fiber glass mesh that is sandwiched between the layers of the pavement that will be put down. The purpose of the GlasGrid is to form a barrier that as cracks promulgate from the base of the road up to the surface they will hit this layer of mesh and actually turn sideways. We tried this product back in 2003 on Lincoln Avenue five and years later the only cracks you see on Lincoln Avenue is where we had installed some underdrains where there was quite a bit of movement with the freezing and thawing cycles. Other than that the roadway is intact. GlasGrid manufacturers advertise that GlasGrid will improve the life of the road up to 200% over the typical overlay. The typical overlays can last 5 – 7 years, so we can expect with the GlasGrid, 10 plus years for the extended life on the roadway.

Alderman Ament: Under Request/Description of Project on the first page of the Staff Report, it talks about milling 1” off and then placing a 1” leveling course then the GlasGrid on the first part and then adding an additional 2” of final surface. We are adding two inches of height to that road. I know we have had issues with that in the past on certain roads in the City where we have raised the profile of the road and then we had some problems with drainage and ditching. Is that going to be a problem here?

JP Walker: We are raising the roads two inches and we will be raising the shoulders in that transition point at the edge of the pavement. We do not anticipate the issues that we had a number of years ago when we milled and pulverized where we actually added 5”, that’s where the problem came in, not with the 2”. We will also be feathering in the driveways where necessary. Obviously we will be looking at areas if there is any potential for a negative impact that we need to be aware of.

Alderman Ament: And you will keep us posted on what’s going on with Springdale Road, because I know that’s getting kind of rough over there.

JP Walker: Springdale Road is a border road. Up until about four months ago the jurisdiction over the road was between the Town of Waukesha and the City of New Berlin. There has been an annexation by the City of Waukesha of the Rempey Property which abuts Springdale Road. There is an argument going on between the City and Town of Waukesha as to who has the jurisdiction over Springdale Road where the Rempey property abuts Springdale Road, so there is not an agreement on cost sharing between those two communities. Having said that, since we need to be able to enter into a inter-municipal agreement before we can award this contract if it included Springdale Road the decision was made that we would postpone Springdale Road and Broadale Drive until next year’s budget with the hope that the City and Town of Waukesha will have been able to come to an agreement on cost sharing in that road rehabilitation.

Alderman Ament: When you total this and I’m assuming that between this and the GlasGrid is where we come up with our total of approximately \$1,000,000.00 for the budget. That’s about \$50,000 short. What actually happens with that if we don’t use it? Does that stay within this budget and can it be used for the following year?

JP Walker: It will stay within the budget and be used in the following year. With a CIP budget we have three years in which to use the approved funds. Our intent is that if there are monies left over from a previous year we use those amounts first.

Upon voting the motion passed unanimously.

ITEM 10-08 Approval of the Contract for the 2008 Road Maintenance Project – GlasGrid Installation

JP Walker: The requested action is to recommend to the Common Council the Awarding of a Construction Contract to the lowest responsive, responsible bidder, *Road Fabrics, Inc.*, for the 2008 Roadway Rehabilitation Project – GlasGrid Installation in an amount of \$176,846.80 with inspection and contingencies, the not to exceed Total Project Costs are \$198,000.00 and I so move.

Alderman Ament 2nd the motion.

Alderman Moore: Is this normal to have two different contractors, one for the GlasGrid and one for the rehabilitation?

JP Walker: It's normal for GlasGrid installation because it is a specialty material. You could hire a paving contractor and then have them hire a subcontractor for installing the GlasGrid, but by the City contracting directly with the GlasGrid installer we are avoiding any markups that a paving contractor may apply and add onto the project, so we believe it's a cost saving measure for the City to contract directly with the material supplier for the GlasGrid.

Alderman Moore: I noticed in the contract that Springdale Road and Broadale Drive while Church Drive and Heatherly Drive are not, is that correct?

JP Walker: The road rehabilitation contract was bid including Springdale Road and Broadale Drive but we are going to be pulling those two streets from the project and adding Church Drive and Heatherly Drive into the project. I will have to modify the contract, which was drafted prior to that decision being made, so when we execute the contract it will eliminate Springdale Road and Broadale Drive and add Church Drive and Heatherly Drive.

Alderman Moore: Should we do it as a motion here?

JP Walker: We can do it here.

Alderman Moore: I would like to make a motion for a friendly amendment to eliminate Springdale Road and Broadale Drive from the contract and add Church Drive and Heatherly Drive.

Alderman Ament: 2nd the motion.

Alderman Ament: This has really worked out well. I think the first time we tried it was on Lincoln Avenue. I travel that road quite a bit and even the base that is below there and the problems that were involved when the rehabilitation was being done and the fact that you go down that road now it does not look that much different from when it was first laid. I don't think we expected it to give us this much time. However, two things while I was going over this that popped into my mind was when I saw the word fiberglass, when the day comes that this road has to be completely reconstructed and that fiberglass that is within the asphalt has to be removed is that going to create or potentially create any disposal problems or any additional costs that might be associated with disposal of the asphalt? I would like to see any research or studies on this.

JP Walker: That issue has been addressed by the manufacturer. The material is very millable so when they mill the existing asphalt during a total reconstruction it becomes part of that asphalt product. It can be used again on the road itself. It would become part of the milled material that is compacted in place forming a new base. It is very easily taken up and milled as part of the asphalt. I think one of the major benefits of using GlasGrid is the lack of impact on the public. With the use of GlasGrid and a simple overlay you are looking at days of impact verses weeks of impact. I think that is the major benefit for our residents that they will see construction starting on their street on day 1 and the work will be done by day 3. That is a benefit that can't be overlooked and I'm willing to say to the public that is listening today that if you need to drive a street that is being rehabilitated with GlasGrid this year and you need to drive on it, you will be driving on pavement, not on gravel.

Upon voting the motion passed unanimously.

Alderman Moore: I would just like to say welcome to Alderman Seidl to the Board of Public Works.

Alderman Seidl made the motion to adjourn.

Alderman Ament 2nd the motion.

The motion to adjourn passed at 8:35 AM.